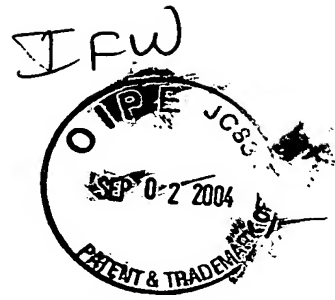




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phone/fax +49 6126 8949



Registered

Mrs. Deanne L. Draper
USPTO
Art Unit 3616

Office Action Summary mailed 06/23/2004
10/690,740 "Shoulder-belt-portion guiding assembly"
Docket No: G6A1

Dear Mrs Draper,

2004-08-26

Thank you for having examined all my four previous substitute appls. in quick mode and described the paragraphs according to which I have to describe my invention in full, clear, concise and exact terms in my current substitute appl. You find my response to all your objections as well as rejections in my current substitute appl. A locking handle 5.2 in Claim 7 was already disclosed *twice* in Fig.3 (BRIEF DESCRIPTION OF THE DRAWINGS) and in Chap. DESCRIPTION OF THE PREFERRED EMBODIMENTS.

Your rejection to my Claims 1 and 2 in reference to Krebs' US 5,330,228 is absolutely wrong as I outline in the current description. Krebs' invention can never work! He works for AUDI. Dipl. - Ing. Harald Engelhardt, Head of AUDI Department of New Car Development, has already made a positive verdict on my patents. You would be stunned if you read it, enclosed! He admired my capability of analyzing which benefits me to invent countermeasures.

Dipl. -Ing. Werner Schmidt, Head of AUDI Department of Enhanced Survival Chance, is investigating all my 2000 patented claims over one and half year. I did have disclosed Krebs' invention and my improvement in my German and European applications, EP 1 037 773 B1 (B1 means the first issue of a patent doc.) and DE 197 49 780 C2 (C2 means the first issue of a patent doc. because an appl. doc with A1 was already issued). If your rejection were correct AUDI Intellectual Property's boss Dipl. -Ing. Klaus le Vrang had already submitted to the German and European Patent Offices letters of objection. Both Offices had to reissue another patent docs EP 1 037 773 B2 and DE 197 49 780 C3, where the claims regarding thereto had been omitted! I've already met Dr. rer. nat. Martin Winterkorn, AUDI's CEO, and some Heads of Departments. I explained Dr. Klaus Koglin how and why I have improved an AUDI's patent, on which the German and Canadian Patent Offices have already granted patent, to enhance survival chance.

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USPTO-G6A1//25.08.2004

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In the current description the failure of the cited references US 5,330,228, US 5,599,070, US 5,658,015, US 5,733,013 and US 5,897,169 is outlined.

Drawing Changes

Irrelevant reference numbers in the original Figs. of the application 09/554,463, which were used for the previous substitute appl., are taken out in Figs. 1 and 3.

An adaptor is shown in Figs. 1A to 1C.

In order to demonstrate the superiority over the cited references and how my inventions, **not a fake, really work** and a shoulder-belt-portion guiding deflector is suited for a single height-adjustable head-rest tube moveable along a guide tube or girder of the seat-backrest frame, guided thereby and locked therein, Figs. 4 to 10, supposed for customers, are filed. *It is my hope that you would trust in me and my ability and believe the superiority of all my inventions (plural) over the prior art as well as the feasibility. However, I can perceive your misjudgement in my ability because I don't work for a big corp. To your surprise I've already met Sir Nick Scheele, COO of Ford Corp., Mr. Carlos Ghosn, CEO and President of Nissan Corp. and Dipl.- Math. Manfred Wenner and Dr. Wolfgang Ziebert, Chairman and Deputy Chairman of Continental Corp.*

Fig. 18 of the application 09/554,463, submitted to USPTO 04/19/2000, is modified in Fig. 11.

Figs. 12 and 13 help readers better understand the failure of Krebs' invention ref. to US 5,330,228.

In regard with the balance sheets of all my four apps. 10/690,740, 09/554,463, 10/690,741 and 10/690,742 I have \$ 32 standing to my credit at USPTO. See Chap. VI) of my letter regarding 09/554,463. *In reference to "Total sum" I have \$ 32 standing to my credit at USPTO now. If you disagree please debit it against my credit card.*

Thank you again for your help.

Kind regards

Go

Go Grotkajen

Attached

Substitute apps. in single and double space, Figs., marked-up document, Annotated Marked-up Drawing and Replacement Sheets, Credit Card Payment Form
DE 40 10 452 A1, 09/554,464 (EP 1 037 771 B1, DE 197 58 498 C2)
Four Status Reports [SR1 to SR4], issued by IIHS 06/08/1995, 04/12/1997, 05/22/1999 and 04/28/2001, HUK Verband's test report, reports "U260901" of Ford Mondeo's accident, "OBESITY", letters of EU legislators and FAA managers, verdict of Dipl. -Ing. Harald Engelhardt on my patents.



EUROPEAN COMMISSION
ENTERPRISE DIRECTORATE-GENERAL

Single market, implementation and legislation for consumer goods
Automotive Industry

Brussels, 04.06.2004*005227
ENTR/F/5 JPD/mv/D(2004) 690315

Dr-Ing Giok Djien Go
Pfahlgrabenstrasse 45
D - 65510 IDSTEIN

Subject: Legislation relating to road safety

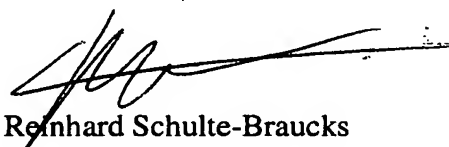
Dear Dr Go,

Thank you for your fax dated 11th May 2004, addressed to my predecessor Mr Per-Ove Engelbrecht.

It is important to remind you that the Community may adopt legislative measures in various specific areas, but always in accordance with the principle of 'subsidiarity' as set out in Article 5 of the Treaty. In this instance, the measures you recommend fall under the responsibility of the Member States and you should therefore contact the competent authorities of the Member States if you would wish to present proposals with a view to improving road safety, in general or to facilitating the action of the rescuers, in particular.

As regards the Euro NCAP consortium, please note that Professor Claes Tingvall, Director of Traffic Safety at the Swedish National Road Administration has been recently appointed as Chairman of the Consortium Euro NCAP. I suggest that you contact Mr Anders Lie¹, his collaborator at the Swedish National Road Administration ('Vägverket') - 78187 Borlänge, Sverige to express your concerns about the test procedures.

Yours sincerely,


10. Reinhard Schulte-Braucks
Head of Unit

Copy to Mr. Theologitis, Head of Unit, Directorate-General for Energy and Transport

¹ anders.lie@vv.se

66 242 7509